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December 2, 1955

This is UNEVALUATED
Information

The "J.V.Stalin" CKD- plant in MARTIN (Turciansky Svaty Martin).

1.

2. In 1952 the plant employed about 1,500 workers, some 200 of whom had been sent here from the main CKD enterprise, the CKD /Ceskomoravska Kolben Danke)- SOKOLOVO plant in Prague. At that time, the plant was still largely in the construction stage and production was still very limited. [redacted] the number of employees will be many times the 1952 figures.

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3. As construction advanced, the enterprise kept hiring new workers, mostly among the local rural population, and had them trained by the nucleus of experts from the SOKOLOVO plant. Simultaneously young Slovak workers were being sent to CKD SOKOLOVO in Prague and to the SKODA Works in Plzen for training.

4. In March 1952, mechanics and fitters arrived from the Plzen SKODA works, some 100 in all. Their task was to start up the production of motors in the new plant. This manufacture had originally been entirely in Plzen. They bought all necessary special tools and blue prints with them.

4. Production:

[redacted] manufacture is limited almost exclusively to T 34 mark tanks.

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5. Until 1951 the so-called "Small machining shop" (mala obrobna) produced building cranes and diesel locomotives for mines, which were manufactured under the trade name of CKD- KRIVAN. / NOTE: it will be remembered that this plant was called the CKD-KRIVAN Plant until it acquired the name of J.V. Stalin./ This production was, however discontinued after 1952, when the production of Tanks got into higher gear.

6. In 1951 the plant produced trial tank-bodies for T 43 tanks, entirely from materials brought in from other plants. At that time the plant was still a branch enterprise of the Prague CKD-Sokolovo enterprise, and its management was in Prague, with only a plant manager, fnu MARTINU in Martin.

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7. In March 1952, or thereabouts, the plant handed over, among great celebration, the first ten T 34 tanks to the "People's Army", and became independent as the "CKD-JV. Stalin Plant". At the same time, the manufacture of motors was also started, together with other parts.

8. In that first year, 1952, the plan was to produce 1200 tank engines, T 34. [redacted] the manufacture of tank engines was still not running properly in summer 1952.

9. Meanwhile the production of bodies continued and bodies were being stored somewhere, unknown to Source.

10. Materials:

Armor plate and all castings were supplied by the Vitkovice Iron Works, but the new FOUNDRY, which was at that time still being built, was eventually supposed to supply all such needs of the plant. Motor-block casting came from the SKODA Works in Plzen. [redacted]

11. Armored plate and much of the other materials were of very poor quality at the time. Plate was badly finished, and there was sand and holes in it, which greatly hampered production and ruined a lot of machine tools.

12. Power was supposed to be received eventually from the new hydroelectric power stations on the VAH and the ORAVA rivers. / NOTE: these are sufficiently identified, and are now partly operative. /

13. Machine equipment:

Machinery is almost all new, and predominantly of Czechoslovak manufacture. Nevertheless, as compared to other plants in the country, this enterprise has a relatively large number of imported machines. From the USSR have come Portal milling machines (lathes) for machining large parts; from East Germany [redacted] precision machine-tools, machines for rolling and for milling threads, precision grinders and drills with micrometric and optical settings.

15. Machine breakdowns were unusually frequent at the time, because even raw, unskilled local workers were allowed to operate some of the precision machinery. Micrometric settings were often broken, spindle bearings strained, etc.

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16. Personnel:

a. In 1952, the manager was fnu MANDAU, who has since been transferred to the main plant in Prague.

b. Security Officer : fnu FROLO [REDACTED]

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c. Deputy chief of the ~~motor~~ division in 1951-52: fnu KAMENISTAK. He was subsequently demoted to chief of the apprentices center for "Cadre reasons".

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d. Russians: once a month a control team went through the entire plant, and this always included one or two Russians. There was an office for the Russian expert in the management building, and [REDACTED] one was permanently attached to the plant. He can not, however, confirm this.

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e. Army control: A control officer, a Slovak captain of the Tank Corps, not otherwise identified, had an office in the plant. He frequently checked ~~on~~ all workshops and took part in tests and trials. [REDACTED] he belonged to the tank unit of the local garrison, since he seemed to be on intimate terms with all the officers there.

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f. A number of soldiers ~~used~~ to come to the plant to obtain, or produce themselves, parts for their tanks. There were ~~usually~~ a couple of Army Lieutenants around, [REDACTED]

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25X117. Security:

a. Security and control measures were quite lax at the time, as the plant was still largely under construction.

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b. [REDACTED] the identity cards [REDACTED] were issued to workers and [REDACTED] were checked at the gates. It is felt that these must be outdated by now, and a description is being omitted.

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c. Guards consisted of three groups: the largest was in charge of controls at the gates and at the entrances to the divisions of the enterprise. This group included women. The second group patrolled the plant area. Sometimes the man performing this duty had a dog with him. The third, and smallest group was in charge of antisabotage and working morale supervision.

18. LOCATION:

(See attached map). The plant lies almost exactly opposite the town of MARTIN, on the west bank of the Turiec river, between the two roads leading in a westerly direction from Martin, from the Vrutky-Martin-Zvolen main road, towards the Martinske Hole Mountains (Kaluzna).

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19. The site of the plant extends generally in a North-south direction between these two roads. It is about 900 meters long and 300 wide. The area is surrounded by fencing: brick along the north side, and wire mesh on the other three sides, with two strands of barbed wire along the top.

20. DESCRIPTION of INSTALLATIONS and LEGEND:
See attached plan.

1. Fence around plant.
2. Network of roads inside the plant. Roads are 10 meters wide and paved with concrete. Not yet finished in 1952. Along the roadways are 3 meter wide strips of grass, and beyond these, side-walks.
3. Western branch of spur line- two tracks
4. Eastern branch, ditto, double tracks.
5. Part of the spur lines, leading to building site.
6. Outside walls of building 150 by 50 meters, about 5 m. high, with multi-pane shopwindows. Probably an older building, or several older buildings. At its north end is a boiler aggregate, consisting of 2-4 dismantled railway engine boilers; used for producing steam
7. Model shop and lumber (millwork) shop. Brick, 2 storey building. The building is later to be used as part of the Foundry, of which it occupied the SW. corner. Access from the west.
8. Open lumber store, on concrete base.
9. Foundry (then under construction), 120 by 100 meters. In Aug. 1952, the steel structures of the buildings were up, as well as crane rails. [redacted] this building will eventually be divided by an east-west interior wall into two parts.
10. Production hall, called Small Machining Shop (mala obrobna), later re-named the Motor Shop. 100 by 90 m, 15 m. high. Consists of two halls, divided by an east-west brick wall. Three crane rails in each. Arched roof of light concrete construction, with skylights. The hall contains a narrow-gauge track for testing mine locomotives (diesel). The following description of installations reads from north to south, along the crane rails.
Stores of non-ferrous materials and rod-cutting; tool shop, each of these separated by wire partitions. The cutting shop has 4(?) mechanical bevel saws for metals; the tool shop has some ten lathes of medium rotating lengths, 2 drills VR 4 MAS, four universal milling machines and 1 boring machine with optical settings

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In the north corner of the eastern half is the machine repair shop, separated by wire mesh. In the south end of this part and the north of the other part are about 16 revolver lathes for machining rod steel. They are new Czechoslovak models "R" with horizontal cutting heads, semi-automatic, with hydraulic feeders, and for work on diameters 10 to 45 mm. These machines produce mostly nuts and bolts. In the other parts of this building no equipment had been installed in 1952 apart from a few thread-cutters, which were 5-spindle machines. In Summer 1952, however, preparatory work was done here for the installing of a thread grinding mill [redacted]

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In the western part of the second crane-track there are 30 to 40 revolving lathes of 1,000 to 2,500 mm. machining length. They are mostly of domestic manufacture: WOTMAN, ZBROJOVKA BRNO, TOS KOLBIN, SKODA SUR, etc.

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In the eastern half of the third crane track were two horizontal shaping machines with 300 mm. strokes, and 15 horizontal and vertical milling machines of medium size. These were used for machining parts of the armored protective covers.

In the western half of the third crane track were 5 radial drilling machines VR 6 MAS and one machines of similar type and proportions of English or American origin. In 1951-52 these machines were mostly used for drilling the cover of the driver's visor and the sockets for the machine-guns. There were also 2 radial drilling machines VR 4 MAS for drilling smaller parts.

In the northern half of the third crane track are two grinding machines with a vertically movable table for flat grinding, mark KAMENICEK. Fastening is done magnetically and the fastening device is about 150 cm. long and 50 cm. wide.

In the south half of the western end of the fourth crane track are three radial drills VR 8 MAS, which were seldom in use. In its eastern end are 6 East-German WANDERER milling machines for threads.

The remaining parts of the hall (two crane tracks) were in a stage of reorganization in 1952. Machines were being removed and replaced, preparatory to the new technique of assembly line production of motors.

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11. A two-story building, about 100 meters long and 10 m. wide, attached to the west wall of the previous building. It contained, from north to south: tempering shop, with about 4 furnaces, at that time only in trial operation. Tempering vats were to be installed towards the end of the year. Laboratories for testing materials; Tool sharpening shop; Administrative and technical offices of the motor shop. Motor testing benches were being installed. According to orders issued in 1952, all windows and doors had to be protected by grills and special locks, and all plans had always to be kept in safes.

12. similar building as # 11, attached to east side of # 10. First floor: plant militia, dining rooms, cloak rooms, etc. Second floor: was to contain construction offices of motor shop. Not finished by 1952.

13. Stores of rod material, 80 by 15 m. Material stored on steel shelves. A crane runs along the area.

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14. Public relations offices, plant photographer and stables for horses, in an old farm building.
15. H-shaped wooden huts, used as temporary office in 1951
16. Open space, used at time of observation for open air storing of materials. Further use of area not known.
17. Plant infirmary and doctors' and dentists' offices.
18. Gatekeepers' building, about 40 x 8 meters, one storey. Both to east and west there are 4 glass doors in the middle of the building. In south half: gate-keepers, north half: bicycle shed.
19. Administrative building, completed in 1952; 5 or 6 storeys, 150 x 20 meters, with flat roof, bearing inscription: CKD, plant of J.V. Stalin. Ground floor: new dining rooms were being installed. Second floor: security officer; plant management, and other offices. Also Cadre Commission. Access for visitors is from the gate-keepers' building. Entry for employees is through the center of the west side. From the east side access is permitted only to the plant cafeteria, but passage from this to the plant proper can be effected only through the gatekeepers' place.
20. Concrete apron, the terminal of the plant communications system.
21. Tank assembly hall; for T 34. 90 x 50 meters and 15 m. high, containing three crane tracks running from west to east. Inside each of two southern crane tracks, there are two concrete strips, 50 meters long and 3 m. wide, destined for the tank assembly lines. The building of the hall was completed at time of observation, but no equipment was yet in place. No info. as to what was to be inside the norther crane track.
22. Production halls, called the "large machining shops" (velka obrobna) About 100 x 90 meters, and 15 m. high, divided lengthwise by an east-west brick wall. Each half contains three crane tracks, but in 1952 only a negligible part of those shop was operating. The north part is subdivided into irregular parts, partitioned by wire mesh and some unidentified machinery was in place there. In the east half of the southern part, under the northern crane track the following were operating: 2 drilling machines VR 8 MAS and two detto VR 4 MAS. These machined the rear armor plate, to which were attached, on bearings, the rear driving wheels of T 34 tanks. In the remaining south part of the building there were provisional workshops for the building of the plant. All along the west wall of the building there is a 1.2 m deep and 0.8 m. wide ditch, covered by concrete blocks, probably for running cables inside.
23. Wooden temporary building, containing stores of all sorts of small metal and other materials.
24. Brick, 2 storey building, all along the west wall of # 22.

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100 meters by 10 m. offices, and washrooms.

25. Body-shop. A hall, 90 by 50 meters and 15 high, divided into three crane tracks, running from west to east. The tank body shop proper is in the northern and middle tracks. It is equipped with rotary assembly platforms and electric welding aggregates. [redacted]

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[redacted] access to this shop was strictly forbidden. The entrance is from the north, and is guarded by two militiamen.

The Southern track contains the electro-repair shop, as well as the paint shop and is separated from the other parts by a wire net. Access to this part is from the south.

26. Building adjoining the above from the east, brick, 2 storeys, 50 by 10 meters. In the ground floor part are, among others, two gates, leading to the body shop and always guarded. On the second floor are offices of this shop.

27. Building site, 100 by 50 meters. In 1952 the foundations of the forge were being constructed here. Probably of similar construction as adjoining buildings.

28. Open stores of coal and coke, 100 by 40 m. with two railroad tracks.

29. Gatekeepers' lodge, No. 2. Used by vehicles and employees. Always guarded by two militiamen.

30. Road. Black top. Forks off Martin-Zvolen highway.

31. Bridge over Turiec river, carrying above road. Stone, with two arches, about 20 m. long. Capacity adequate to carry T 34 tanks.

32. RR. bridge across Turiec river. Carries only one track of plant spur to Martin RR. station.

33. Small river Turiec, runs parallel to east side of plant, some 20 meters away.

34. Detto as # 30. Leads to Martinske Hory mountains to the west and joins road # 30.

35. Bridge over Turiec, carrying road # 34. Stone pillars, with wooden roadway. Small carrying capacity.

36. Four-storey, brick building. Unknown use, but probably belongs to plant. Outside plant enclosure.

37. About 10 one-family houses in gardens. Occupied by officers of the local tank unit.

38. Area of Tank Unit barracks. Mostly empty, used for training purposes surrounded by fence. It has a gate for admission of new tanks from adjoining plant, which are being tested here. The test area extends *

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1 kilometer towards the west. Its circumference is guarded by wooden observation towers, about 15 meters high and 200 meters from one another. The area rises gradually towards the west, into the Martinske Hole slopes, also used for tank training.

39. Barracks, probably main building, U shaped, brick, about 120 m. long and 4 storeys high. The building is about 20 m. wide.

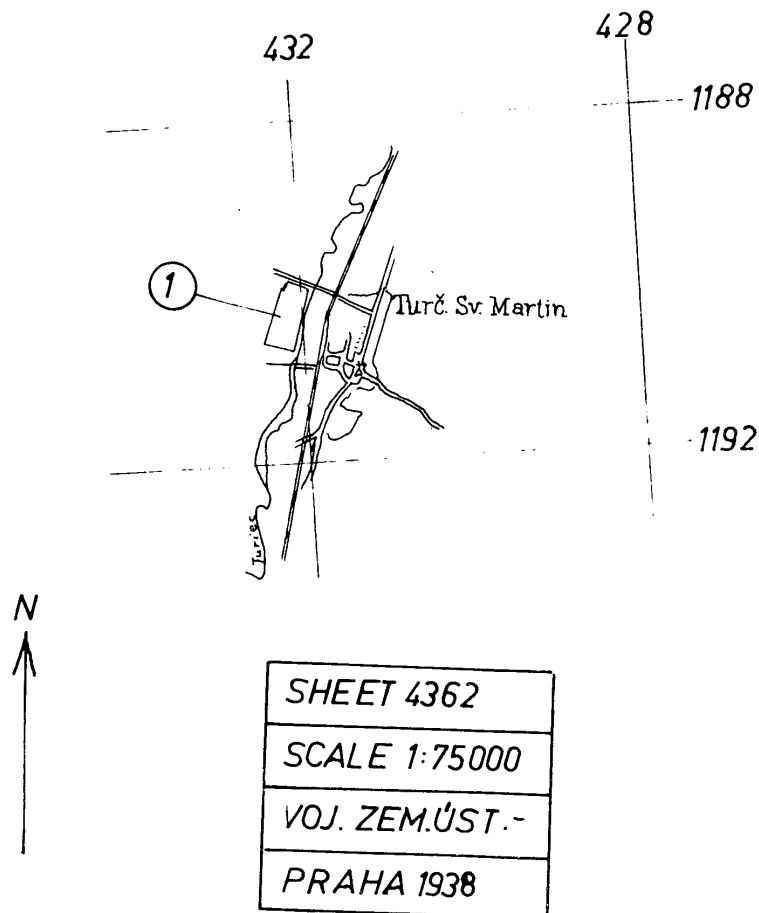
Inside the building are probably training schools, because Source observed personnel moving about with note books, etc.

40. Circular or slightly oval tank driving ground, on terrain sloping slightly uphill towards west. Used for basic driving training of tank-crews.

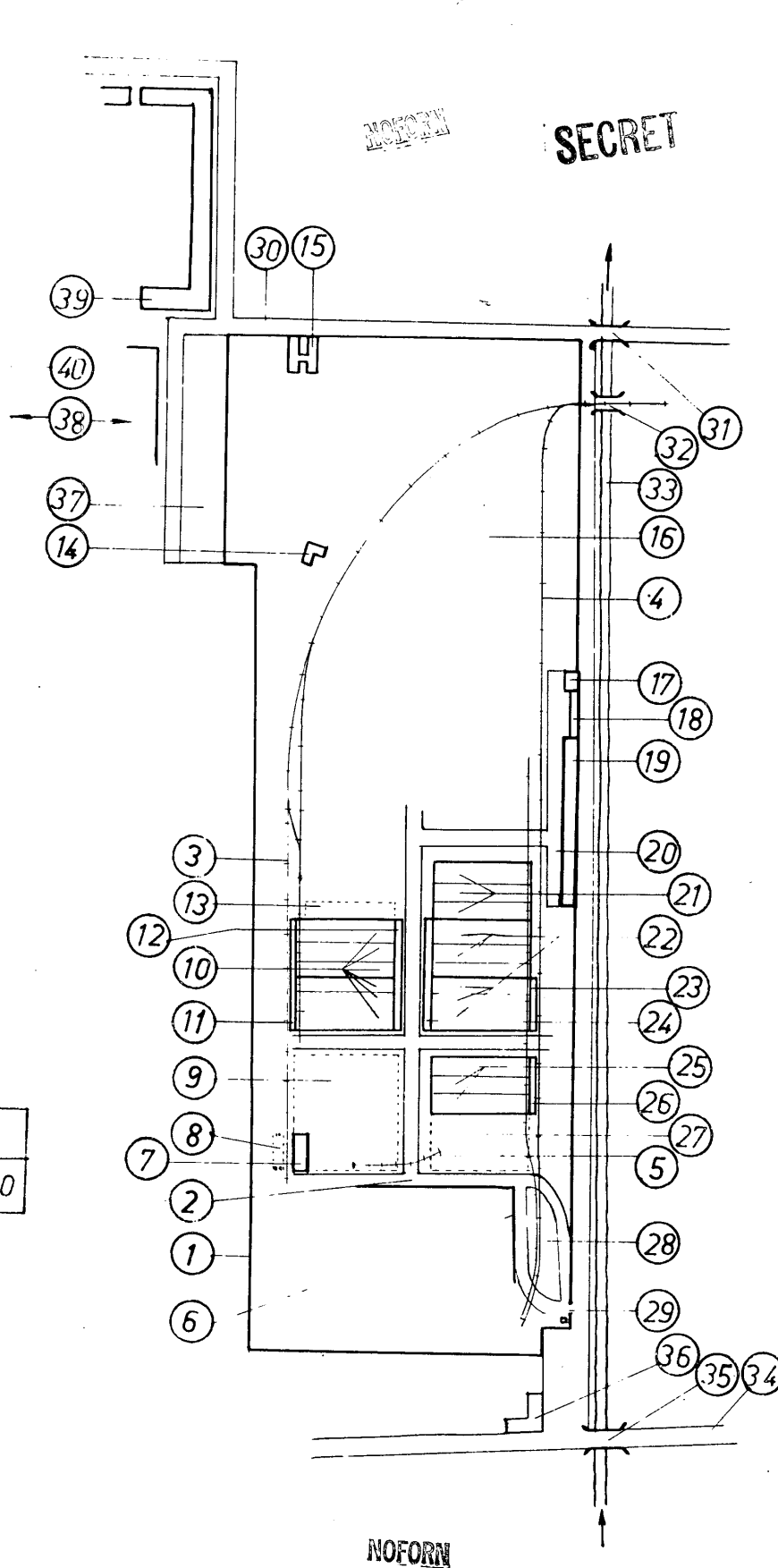
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PLAN A
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